

While not in the classroom, World War II vets continued their education through experience: Geography, foreign languages, science, strategic planning, all essential in their battle to succeed.

Many of these brave men and women never had the chance to return to the classroom to complete their diplomas. Ray Alvin Pettis, twin brother of Rex, died on the battlefield in France. Fifty years later, Mr. Pettis and Mr. Pelach are receiving their high school diplomas.

For the third year, Independent School District 192 in Farmington, Minnesota, and the Farmington Veterans of Foreign Wars and the American Legion are honoring these World War II vets in a special graduation ceremony. Mr. James Robert Borman, who passed away just last week, and Mr. Ray Alvin Pettis, will also be honored posthumously for their service in the Air Force and Army, respectively.

It is only proper that we honor these who honor the call to duty, sacrificing important years of their lives for the benefit of all. I am grateful to these men for their valor and sacrifices, and I congratulate ISD 192, the American Legion, and the VFW in Farmington for honoring them with a graduation ceremony and high school diplomas.

AMERICAN AGRICULTURE NEEDS TRADE PROMOTION AUTHORITY

(Mr. CALVERT asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. CALVERT. Mr. Speaker, American agriculture needs trade promotion authority. Without granting the President the authority to negotiate preferential trade agreements, this industry is guaranteed to face dark days. Ninety-six percent of agricultural growers' potential market is outside of the United States. It is a business there for taking, but if we do not give our farmers and ranchers the tools they need to compete in the world market, other countries will gladly fill the gap.

Today, of the 133 preferential trade agreements worldwide, the U.S. participates in only two. Compare that to the European Union, who participates in 27. Furthermore, the European Union also outspends us almost four to one on subsidies. Granting Presidential trade authority is our only weapon of combat on the uneven playing field of world agriculture.

We cannot continue to stand idly by while other nations improve trading opportunities for themselves. Our agriculture industry is the most productive in the world. It is an honor and status that should be rewarded, and the best reward we can give our agricultural growers for their efforts, and to keep our country prosperous, is to pass trade promotion authority.

SUPPORT FOR THE PRESIDENT'S VISION OF A FLEXIBLE, VERSATILE AIRPORT SECURITY SYSTEM

(Mr. PENCE asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. PENCE. Mr. Speaker, I am new to this body, having spent all 42 years of my life in the State of Indiana, where common sense and common values are the order of the day. So as I approach the debate over airport security, I find myself a little befuddled, Mr. Speaker.

Other than policy wonks at think tanks around Washington, D.C., I think there are very few people that I serve who care how we make airports safer. They just want us to do it, and they want us to do it now.

For my part, I believe the light we should follow at this point is the experience of nations who have dealt with terrorism in the recent past, and we should follow a President who has earned the right to be followed, and earned our trust.

I support President Bush's vision for a flexible, versatile system for airport security. That is what the Republican bill in the House is all about. It builds on the experience of European countries and even of Israel, who have wrestled with this menace of terrorism for decades.

When it comes to airport security, let us give the President and the people we serve what we know works.

URGING SUPPORT FOR THE AIR- LINE SECURITY BILL AND OPPO- SITION TO THE DEMOCRAT SUB- STITUTE

(Mr. DOOLITTLE asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. DOOLITTLE. Mr. Speaker, tomorrow the House will take up the airline security bill. This is a good bill. It gives the President the flexibility he needs to protect Americans as they fly. I would urge support of this legislation and defeat of the Democrat substitute.

The heart of the Democrat substitute is a mandate to make the security checkers all Federal employees. Europe has gone down that road and has rejected it.

Let me just quote out of the Washington Post what the chairman of the Europe-wide Task Force on Aviation Security had to say regarding contract employees versus government employees:

"It is harder to do quality control on our government people," said Frank Durinckx, director of Belgium's Aviation Inspectorate and chairman of Europe-wide Task Force on Aviation Security. "Government agencies do not like to criticize themselves or one an-

other, and civil servants are hard to get rid of if they are not performing well. If we give the work to a private contractor, we have control over them," Durinckx said. "If we are not pleased with a screener, we can withdraw their license."

Let us support President Bush. Support the House aviation security bill tomorrow and defeat the Democrat substitute.

WE NEED HIGH-QUALITY U.S. CITIZENS AS AIRPORT SCREENERS

(Mr. KIRK asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. KIRK. Mr. Speaker, U.S. citizens should protect U.S. citizens at airports. Over 90 percent of the screeners who let terrorists board at Dulles Airport were not Americans. Some of them were illegal aliens.

The Young-Mica bill requires that all screeners be Americans. The Senate bill has no such requirement. The Young-Mica bill also requires that all screeners be deputized, badged, and uniformed Federal transportation security officers.

Like the successful U.S. Marshals Court Security Officers Program, we will deploy Federal transportation security officers who are well-trained and paid, but with key flexibility. Flexibility. It means that we will not protect nationalized employers who incompetently screen weapons or explosives aboard aircraft, killing more Americans. Flexibility means we can fire screeners who fail to protect us.

We need high quality screeners who will ensure that when we fly, we fly safe.

AIRPORT SECURITY

(Mr. KINGSTON asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. KINGSTON. Mr. Speaker, I wanted to talk a little bit about this airport security issue, because it seems that the Democrat Party, in a split from the presidency and the nonpartisan spirit that we have been having in Washington, is hung up on trying to unionize and create a new Federal bureaucracy in the name of airport security.

There are pros and cons with that. We all know that. There are good employees and bad employees that are with the unions. It is a little more difficult to work with. But the issue is not creating a new government bureaucracy, the issue is protecting my children, my family, my loved ones, and your business associates and loved ones, when they travel.

I believe we need to do what is best for airport security and not what is